## THE POST OFFICE.

Absurd Postal Laws and the Franking

TO THE EDITOR OF THE HERALD. Notice has lately been given that in a few days a all will be brought forward in the House of Representa-ives to abolish franking and establish certain rates for the printed matter that is annually published in vast quantities under the name of "Public Documents." The on of franking is a righteous measure, that must neet the approbation of every one. But, if my impres-nors are correct, the rates of postage proposed for the housands of tons of printed matter that encumber cover mails are absurd, preposterous and inde-femble. Let us not deceive ourselves. The object of the bill—however it may be cloaked—is to enable the members of Congress, after franking is abolished, to send their speeches and a vast mass of po-litical trash and figures to their constituents at a rate so low that a small portion of it will be taken out of the In this fair, just, equitable, decent or right? Every man in his heart will answer no. Are our public servants a set rove my entire assertion and take up all the acts passe i will confine my remarks to the one item of rates of

way companies and other common carriers have ent rates for transporting different descriptions of

Railway companies and other common carriers have different rates for transporting different descriptions of articles, as their freights vary in value from manure or gravel to specie, builtion or jewelry. Of course this is right and equitable; but they have as few slasses as possible. Cotton and woollen goods and stationery all belong in the same class. They do not have one price of carriage for red finned, and another for white, nor do they charge one rate for a package of school books, and another for historics or magazines. Then, in quantities, you will find that the express companies—the most active, secure and expensive carriers in the country; and the nearest allied to our postal operations—have as few rates of charge as possible, being content with a general average, that shall be fair to their custome s and convenient to all parties. I believe all pacels, from the smallest up to a certain weight—four or five pounds, I think—are levied at the same rate. Then the next rate goes from five to eight or ten pounds.

This is all clear. Now let us see the rule of action in the Fost Office. Bear in mind that we have only very minute shades of difference in the quality, kind, sort or value of our postul matter—other than letters. Scarcely anything is recognized as mailable matter except books, newspapers, periodicals, and other kinds of printed literature. Seeds and cuttings have been lately added to these. But printed matter would seem to be all of one class. But our Post Office Solons make four classes, and add one more for a certain distance, when transported over 3,000 miles. Now, as to distance, I deny that there is a difference of five per cent in the actual postal cost of books sent one hundred miles, and books sent 3,000 miles. The great item of cost is the sorting, the various manipulations and handling, and the delivery. But let that pass. Why should we have one sort or class, and another still for newspapers—like ghosts of Ranquo's markers of the delivery of the submitted of the submitted of the submitt

parallel columns happen to be the same is pure accident. They are all arrived at by starting from different pre-mines. Up to four pounds—a nominal limit for the weight of books to go through the mail—the number of rates

of course we should suppose that our postal committees in Congress would set about simplifying these, and make them less perplexing to the public and easier to carry out by the Post Office clerks. Not. On the contrary, the new Post Office clerks. Not on the contrary, the new Post Office clerks. Not on the contrary, the new Post Office clerks. Not all the contrary, the new Post Office clerks. Not all the power was any term but folly rightly characterize such legislation? I did not mention that in a vast amount of our transient printed matter the above rates are not applicable, but the packages must be examined critically, and post age charged by the piece. That will increase the different rates indefinitely—to between one and two thousand at least. Then this does not cover the Naw York Herald, the Allantic Magazine, and other papers and periodicals sent regularly to subscribers, the postage being paid quarterly or yearly. On these there are nominally between one and two hundred. In the postal regulations forty-nine of these rates are given. No words, no language, no elaborate description, can do justice to this wast statistical problem. I have been something of a postal student myself—had some experience in our own and other posts offices; but I confoss the vast wisdom of these infinitessimal divisions and subdivisions quite overpowers me. Are not our postal is was fearfully and wenderfully made? And, sir, we once had a post office official who admired this marvellous piece of statistical network tried to comprehend it, and at all times defended it at the point of his bay—goose quill. This monarch of the position, this brilliant pianet in the postal system, has gone up, culminated, and now adorns another sphere. Very likely, however, he may lave left successors; and lest some of them may question either my facts or the doductions from them, and give me a "chawing up." I desirs, and subscribe myself your obedient servant.

\*\*PINY MILES\*\*,

Secretary of the New York Postal Reform Committee.

\*\*New York, Dec. 31, 1

Secretary of the New York Postal Referm Committee.

New York, Dec. 31, 1861.

Mrs. Greenhow's Political and Social

Affinities.

[Washington letter in yesterday's Philadelphia Press.]

It is stated, by those who knew, that among the papers
taken in the house of that adroit and fearless rebel, Mrs.

Rose O. H. Greenhow, are a number of most interesting
and piquat episities from many distinguished individuals.

Mrs. Greenhow is the widow of the well known explorer,
Robert W. Greenhow, who resided in this city for a long
time, and afterwards removed to Culifornia, where he
died. She returned to Washington subsequent to his
death, and was ensaged in proceeding certain claims in
which her husband was interested, alternately appealing
to Congress and the United States Supreme Court. A
handsome person, pleasing address, good education and
great conversational powers gave her considerable influence in certain circles here and classwhere, and as she
was strongly pro-adavery, made her a special favorite
of the Southern statesmen and of all these who sympathized with thom. Thus she not only attended to her
own affairs, but took charge of the affairs of others. Mrs.
Greenhow was much more popular with the gentlemen
than with the ladies.

Her residence was the resort of most of those now in
arms against the government, and if their tender missives to this fashiousble and dashing intriousnic ever see
the light of day, some amusing results will ensue. I give
it as the more rumor, that among her correspondents are
the venerable and virtuous ex-President of the United
States, James Buchanan, and the equally virtuous, but
not quite so venerable, President of the so-called Southern
Confederacy, Jefferson Bavis. I have not seen their letters, which are supposed to be under lock and key of the
Berentary of War, but it is suggested that these two
apostles of succession more than once prove that these
there is the contributions to the collection. General Canaron, however, is so
were the success of the collectes contributi

A Surrans: Vistr —The congregation of the Rev. Dr. Porter, of the Butch Reformed church, in Broklyn, E. D., evening placed in his hands a handsome portmonoais which was well filled with gold engies. This was a sub-\*tantial and well-deserved token of the acteom in which Dr. Pertor is held, who is as genial in society as he is popular in his pulpit ministrations.

The Court of Appeals has adjourned till Teesday next. The following it the calcular for that day.—Nos. 37, 12, 43, 46, 46, 47, 61, 52, 54, 55, 7, 34 and 756.

### GENERAL WOOL'S DIVISION.

OUB FORTRESS MONROE CORRESPONDENCE.

OUR FORTRESS MONHOE CORRESPONDENCE.
FORTRESS MONHOS, Va., Jan. 16, 1362.

No Ness of the Burneide Expedition.—Northern Weather in the South.—Arrival of the Rear Guard of the Field.—Appearance of the Pensacola.—Fulse Reports of the New York Times—Care of Runaway Slaves by Government Officials—Opening of a New Hotel.—Quarterly Return of Deceased Soldiers, de.

Three days have elapsed since the departure of the Burnside expedition, and no tidings have reached us as yet whather it has effected a safe landing on the bostile territory or not. The prevailing storm since Monday has caused some apprehension as to its safety; but inamuch as its destination is not outside of the capes, there is no anxiety to be apprehended as to the successful operation of the fleet. The weather yesterday reminded one very forcibly of a Northern climate. In the morning a steady fall of snow appeared, lasting until afternoon, covering the ground to the depth of two inches with a soft, watery snow. In the afternoon a thaw set in, and to-day, by way of variety, we are treated to a pouring rain, turning the roads into a highway of slush rivalling the streets of New York. The only sufferers by this weather are the New York. The only sufferers by this weather are the poor soldiers who do sentry duty. The officers and others who are not compelled to be out, hug a warm stove, and do not stir out of doors. There are, of course, exceptions to this rule also. A number of officers, whose duties compel them to be outside, are being supplied with waterproof clothing, and do not experience the difficulties a private soldier is

General Burnside sailed arrived in Hampton Roads yes terday and te-day, but have been detained by stress of weather. The steamboat Georgiana, Capt. Sol Plerson, ar-rived here from Baltimore this morning, about one hour later than usual, while the steamer Adelaide, Captain Cannon, which was to have left fiere last evening, was

Cannon, which was to have left fiere last evening, was unable to proceed on her voyage before this morning.

The United States steam frigate Pensacola is now lying off in the Roads, with her top gallentmasts down, what sailers term "in fighting trim," and is greatly admired by all beholders. She is a perfect model, and sits the water like a duck. This fine specimen of naval architecture, lying off in full view of the rebels at Sewall's Point, after tainly be an eye-sore to our rebellious neighbors. I am in hopes that very shortly they will have an opportunity

her daring run of the blockade on the Potomac, must certainly be an eye-sore to our rebellious neighbors. I am in hopes that very shortly they will have an opportunity to behold the noble man-of-war at a nearer distance, and also hear the loud barking of her buil dogs, which she carries between decks.

My attention has been directed to an article published in the New York Daily Times of the 14th inst., under the caption of "A statement of a slave," in which Rav. L. S. Lockwood is reported to have introduced an "intelligent" darkey, named Davis, who made a buncombe statement to an audience assembled in Cheever's church. In the concluding sentences of the report in the Times appears the following, as the address of Lockwood:—"That many of the slaves worked hard, digging fortifications and such like at Fortress Monroe, but as yet government has not given one cent for five or six months hard labor." I fam authorized to say this is not true. Under the rule prescribed by Major Goneral Wool all who have labored for the government, either in the Engineers', Quartermasters', Commissary or Medical depariments, have received substantial clothing from Chief Quartermaster Captain Grier Talimadge. The cost of their clothing is deduced from their pay, which is ten dollars per month, besides subsistence. The remainder of the money paid the slaves—two dollars for contingencies—is retained for the support of the man, women and children not able to support themselves. From this source the daily or monthly laborers and servants compleved by officers and civilians, who receive at least eight dollars per month and subsistence several thousand dollars have already been accumulated in the hands of Quartermaster Talimadge, to be applied to the poor and needy slaves, unable to work and to earn their invelihood.

By the above statement, received from the highest authority, it will be seen that the statements made by Mr. Lockwood are deliberately false, and in this he is only calumnisting the authorities at this point, who have treased hi

has been opened by Mr. C. C. Willard, of the Hygeis Hotel, which not only will prove lucrative to its originator, but also a benefit to the soldiers. The resignant supplies the choicest viotuals, and was not rivalled by any place of that kind in the days of yore, when "Old Point Comfort" was the rallying place for the ben ton of the South. The main saloon supplies meals, oysters, poultry and The main saloon supplies means, oysters, poultry and other cold "fixins," while adjoining this room stalls are fitted up in luxuriant style to accommodate select and private parties. According to the rules prescribed, no liquors are sold at the hotel. Mr. Willard deserves to be successful in his enterprise, inasmuch as he has labored hard to cater for the officers and visiters on this station. The general hospital in charge of Dr. Richard B. Bonticue, Brigade Surgeon, is well appointed, and offers better accommodations to the invalids than any other military hospital connected with our army. At some future time I shall take occasion to describe this place more fully. I have been furnished with the following correct list of deaths occurring here for the quarter ending December 31, 1861.

James Bean, private, Co. C, Frst United States Artiblery, Oct. 13, 1861.

John A. Butter, se geant, Co. F, Union Coast Guard, Oct. 18, 1861.

—Eschman, private, Co. H. Twentieth New Yest.

John A. Batler, se geant, Co. F, Union Coast Guard, Oct. 18, 1861.

— Eschman, private, Co. H, Twentieth New York Volunteers, Oct. 22, 1861.

L. Schwartz, private, Co. E, Fiftieth Pennsylvania Volunteers, Oct. 27, 1861.

S. Freeman, sergeant, Co. K, Ninth Maine Volunteers, Oct. 31, 1861.

Isaac D. Rowland, private, Co. 1, Twentieth Indiana Volunteers, Nov. 29, 1861.

Henry Helm, private, Co. C, Fiftieth Pennsylvania Volunteers, Nov. 2, 1861.

John Boyle, private, Co. B, Second New York Volunders, Nov. 2, 1861.

unteers, Nov. 2, 1861.

John Boyle, private, Co. B, Second New York Volunteers, Nov. 4, 1861.

John Walter, private, Co. F, Fiftieth Pennsylvania Volunteers, Nov. 7, 1861.

John Dewling, private, Co. G, Coast Guard, Nov. 11, 1861.

John Dewling, private, Co. G., Coast Guard, Nov. 11, 1861.
Alonzo D. Kenney, private, Co. K., Fiftieth Pennsylvania Volunteers, Nov. 24, 1861.
Stephen E. Danforth, private, Co. B., Fourth New Hampshire Volunteers, Nov. 21, 1861.
John Billings, private, Co. K., Second New York Volunteers, Nov. 26, 1861.
Wm. T. Garrett, sergeant, Co. H., Forty-eighth Fennsyl-

James Canaway, private. Co. I, Seventh Connecticut Volunteers, Pec. 5, 1891.

Mosca F. Marshall, corporal, Co. K, Fifty-fifth Pennsylvania Volunteers, Pec. 5, 1861.

John Martin, private, Co. F, Fifty-fifth Pennsylvania Volunteers, Pec. 7, 1861.

Lucien Bailey, private, Co. F, Forty fifth Pennsylvania Volunteers, Pec. 9, 1961.

Charles Stanton, private, Co. H, Forty of the Pennsylvania Volunteers, Pec. 9, 1961.

Lacien Bailey, private, Co. F, Forty fifth Pennsylvania Volunteers, Dec. 9, 1361.

Charles Stanton, private, Co. H, Forty fifth Pennsylvania Volunteers, Dec. 13, 1861.

Wm. W. Church, drummer, New York Volunteer, Engineers, Dec. 14, 1861.

George Hardy, private, Co. C, Forty-fifth Pennsylvania Volunteers, Dec. 18, 1861.

Andrew Dorman, private, Co. F, Sixth Connecticut Volunteers, Dec. 18, 1861.

John H, Demanst, private, Co. G, Ninth New York Voluncers, Dec. 18, 1861.

Heratio W. Ames, private, Co. G, Forty-fifth Pennsylvania Volunteers, Dec. 19, 1861.

Heary G, Yocum, private, Co. G, Ninety-seventh Pennsylvania Volunteers, Dec. 19, 1861.

David W, Tetten, private, Co. K, Eleventh Pennsylvania cavalry, Dec. 29, 1861.

Libel Against a Vessel Suspected of Furnishing Coal to the Privateer Sumter.

[From the Boston Taveller, Jan. 2.]

Yesterday a libel was issued by Assistant District Attorney Morton, and placed in the hands of United States Marshal Keyes, against the brig A. B. Cook, now lying in the harber of Holmes' Hole, in this district, for comissation and forfeiture, as having been knowingly used and employed by the owners thereof in ability, abetting and promoting the existing insurrection against the government of the United States, and in resisting the execution of the laws thereof. The A. B. Cook is owned principally by Goo. W. Simpson, of New York, Homphrey Devercaux, of Salem, and Talbot Smith and Alanco Cook, of Cherryfield, Maine. She recently came from St. Thomas, having taken to that port a cargo of coal, obtained at Elizabethport, N. J. The officers prosecuting the case were informed that on the vovage out to St. Thomas the captain of the brig told one of the seamen that the coal on board was for the privateer Sumter. It is also in information that the captain said the vessel had carried sait, purchased in the name of an English firm, but ready for a Southern me chant. The belief is entertained that the owners of the brig have been carrying on a press for a Southern house.

### INTERESTING FROM THE FLORIDA KEYS.

OUR KEY WEST CORRESPONDENCE.

Arrival of Vessels—News from Nassau—Reports from 2ampa—Reinforcing Key West and 2ortugas—Necessity for [a Government Foundry and Machine Shop—Coal on the Island—News from Hawana—Arrival of the Winona and Killatiny—News from Fort Jefferson—Water—Steamer Primera, dc., dc. Kur Warr, Dec. 30, 1861.

In the last few days we have had a large addition to the naval force of the Gulf. On Thursday last the United States ship Nightingale arrived from New York; on the 28th, first arrived the United States steamer Santiago de Cuba, from Port Royal and Nassau; then the United States steamer Mercedita, from New York; and lastly the United States gunboat Sciota, from Philadelphia. Yesterday the gunboats Itasca and Sagamore arrived, so that we have now in port eight vessels of war. The Itasca has made a very long passage on account of the old story—broken down machinery. She will be compelled, I learn, to proceed to Havana in a few days, for repairs, before being able to join the equadron.

The Santiago de Cuba, last from Nassau, reports that the Confederate steamer Theodora had gone to sea, but was known to be within fifty miles of the port, taking in salt. She will, no doubt, after procuring a cargo, attempt to run the blockade once more, and it remains to

tempt to run the blockade once more, and it remains to be seen with what success.

be seen with what success.

The steamer Isabel, now under English colors, went to sea a short time since, remaining only twenty-four hours, and then returned to port. This was a trick on their part to entice the Flambeau out after her, so that the Gladiator might have the opportunity of escaping with her cargo of arms; but Captain Temple was too old a fex to be caught in any such trap, and the good people of the strictly neutral port of Nassau gave it up as a bad job. One of the coal vessels, which were not allowed to land their cargoes in Nassau, has arrived here, and is now discharging: the other is expected in a few days.

discharging; the other is expected in a few days.

We have a report from a person who made his escape
from Tampa that the good people of that locality are constructing a number of flat bottomed boats, with the intention of making a descent in force upon this place.
Their plan is to land on the north part of the island under cover of the night, and apply the torch to the town in several places, and escape in the same manner they came. Their project is a feasible one, for the small garrison now here is used up in looking out for Fort Taylor; and there would be no difficulty in destroying the city with comparatively little danger to themselves. With the exception of the fort we are exposed to attacks from all sides, and are at the mercy of any power that may choose to establish thems ives on the key.

The loyal people of Key West are waiting with anxiety

to see what action the government are going to take for their protection; with wars and rumors of wars all around them, they naturally feel, from their isolated position, much uneasiness, and it is due to them that the govern-ment should at once place the island and its inhabitants on a perfectly secure footing. The present garrison of Fort Taylor is not any more, in proportion to its arma-ment, than was in Fort Sumter, and its armament, al though a much larger work, very much inferior. I deem it proper that this information should be make public, for our people should know the present defenceless condition of one of the most important military posts in the coun-try—one worth more to us than fifty Sumters.

I took occasion in my last to urge the immediate arming, provisioning and garrisoning of this post and Torarming, provisioning and garrisoning of this post and Tortugas, and I again repeat it. There are but seventy guns mounted in Fort Taylor—about one-third of its armament; and the present garrison, divided into three reliefs, would be only sufficient to man sixteen guns. Such is the present condition of this most important military work. An English fleet, armed with Armstrong guns, could destroy Forf Taylor and at the same time be entirely out of the range of the eight and ten inch columbiads of the fort, which has not one rifled gun. The guns of the land face of Fort Taylor command about one half the island, and there would be nothing to year the landing on the east end, and by regular approaches construct works before which the fort must fall in a very short time, for the povered face is but fairly commenced and cannot be finished for a long time.

It will require at least four thousand troops to properly garrison this place; one thousand for the interior of Fort Taylor, the remainder to hold the island, and by the creation of strong earthworks prevent a landing on the easternend. At least one fourth of the force should be regulars, rough to keep the volunteers in subjection and prevent their sanoying the residents of the city. A company of Wilson's Zouaves were here for a short time, and i hear many complaints regarding their conduct. Ladies were frequently insulted, said were at last compelled to remain at home, unless accompanied in their walks by a

by dirmness tempered with kindness, done more for the security and comfort of the inhabitants than any commander that has been here.

The necessity of a government foundry, machine and blacksmith shop, at this point is now saverely feit. There has been time enough since the breaking out of hastilities to have erected one large enough to make all erdinary repairs, and it is disgraceful to think that United States ships of war are compelled to go to Havana to have work done that should be done here. The work on the fort is delayed for the same reason; their locomotive broke down and they were obliged to send it to Havana where it requires weeks to do work that could be done in as many days in an Auerican machine shop.

About one thousand tons of coal have arrived since my last, which will be nearly all taxen by the vessels new in the harbor, leaving a supply of but a few hundred tons on the island. A coal hulk moored in the harbor would possess many advantages over the present mode of coaling vesse's and be a great saving of time and expense.

By the Nonpariel from Havana, we hear that on the 28th itset, a fleet of thirty sail of French and English vessels arrived in that harbor. The presence of so large a fleet of English men of-war in such close proximity, and in such uncertain times, makes us feel uneasy. A said end dash, should was be declared, by such a force as England has within one hundred miles, would be rather apt to make our hold of Key West of very short duration. I learn that the expenditure of powder during the late bombardment at Pickens was sixty thousand pounds, one-half of all they had, and immediately after Colonel Brown sent a vessel to Fort Jefferson, Tortugas, and took from there the larger part of their supply. We have here only a moderate supply of powder, shot and shell, and the next call may be on us. This should not be. "Bobbing Peter to pay Paul' will not answer in these times.

from there the larger part of their supply. We have here only a moderate supply of powder, shot and shell, and the next call may be on us. This should not be times.

The gunboat Winona has arrived, bringing papers to the 22d inst. We are pleased to learn that matters do not look so war ike as per last advices, and we are in hopes that all may yet be well, and that England will not be so ferocious in her demands. Should war not occur it will be a sad disappointment to those who are friends of and know the condition of the Southern confederacy, and how entirely they re depending upon a diversion in their favor bysome fereign Power for ultimate successe. Hardly had the Winora anchored before another vessel of war was reported coming in. This proved to be the schooner Kittalinny, of four gons, from Philadelphia, bound to the Gulf blockading squadrot. The Mercidita sailed thaternous for Fort Fielcens. She took an passengers Lieutenant Boyd, United States Navy, and Lieutenants Cossby and Ramsey, of the First and Second artillery, to lein their companies at Fort Pickens. We have had no news from the full coast since the Baltic. All is supposed to be quiet.

The schooner Tortugas, from Fort Jeferson, arrived today, reporting all quiet at that post, and the work on the fort progressing rapidly. Several hundred men, besides the garrison, are busily engaged mounting the heavy guns and preparing for any emergency. The fort is now garrisoned with one company of regulars and three of Wilson's Zonaves (Sixth regulars New York Volunteers.) It should have, and at once, two regulars and three of Wilson's Zonaves (Sixth regulars New York Volunteers.) It is present armament is little over one hundred guns, less than a fourth of its compliment. From its position it is inaccessable for heavy ships, there not being sufficient depth of water, and small vessels could make no impression on it.

The supply of water at this place is rapidly being exhausted. The constant themand is far beyond all the resources of the ignormal papers. The s

Since the first part of my letter, nothing of interest has occurred; the Christmas holidays being over, Key West has settled into comparative quiet. On the 2d instant the United States gunboats Sagamore and Winona sailed for the Gulf quadron; on the third the Sciota, and yesterday the Kittatimpy sailed for the same destination, together with the Santiago de Cuba on a cruise. The Primera also sailed yesterday for New York, but as her power is about equal to that of a small denkey, I think it will be at least two weeks before she will make her appearance in your waters.

more accurate. Every shell first but two, which burst nearly at the muzzle of the gun on account of defective fuses, would have hulled one of our gunboats. After several shots had been fired at the target, the gun was given extreme elevation, and fired at a buoy distant nearly four miles. The first shell exploded short, but in a direct line, the second struck to the right, and about half a mile short, thus showing, with the moderate charge of powder used, the capability of the ten-inch columbiad to throw shot or shell considerably over three miles. The firing was conducted by Captain Webber and Lieutenants Heary and Gibbs, and stamps them as excellent marksmen. Your correspondent, to better observe the shooting, took a position to the right of the gun, in the next angle of the fort; he was accompanied | SECOND | BOARD | SECOND | SE

cellent marksmen. Your correspondent, to better observe the shooting, took a position to the right of the gun, in the next angle of the fort; he was accompanied by captains J. W. Burgess and A. T. Whiting, of the Sixth New York Volunteers (Wison's Zouaves). As the second shell burst very near the muzzle of the gun, throwing fragments too close to be comiortable, he deemed it best to move to safer quarters, which he did by placing a ten-inch columbiad between himself and the firing, believing that discretion was the better part of valor, and having no fancy for being killed by his friends.

By an arrival from Havana we learn that the rebel steamer General Miramon has succeeded in making her escape from Mobile to the 28th ult, and we hear from that source that Mason, Sidell & Company had been released by our government at the demand of England. While we regret the necessity for so ding still we deem it the best policy, and are satisfied to wait until after settling our present troubles before engaging in a foreign war, especially with England. It would have been a triumph for Jeff. Davis & Company to have removed the blockate from their ports to our own; but now they will be denied this, and will have to wait for something else to turn up. This afternoon the United States sloop-of-war Portsmouth arrived from Kittery, Me., having left there on the 19th ut. She came around the Island of Cuba, and has nothing of interest to report. She is on her way to join the Gulf blockading squadron, and remains here for a day or two to replenish water. &c.

For the last few days the weather has been very warm, with light southerly winds and calms, and to-day a low barometer and dark, heavy clouds in the northwest gives every indication of a norther, which will no doubt be a heavy one, as there have been none of any violence this season.

heavy one, as there have been none of any violence this season.

While I am writing a large steamer is reported coming in from the westward. This is no doubt the Rhode Island, on her way north, and I trust to be able to-morrow to give you all the news from Pickens and the other points in the Gulf.

The Nightingale and Itasca still remain in the harbor—the former waiting for whild and the latter for repairs to her machinery, which will not be completed for ten days. So much for depending upon Harfana. I will close, as I must await the arrival of the Rhode Island, and obtain from her all the items of interest.

First at West Farms.—The carpet manufactory of Mr. Smith, at West Farms, Westchester county, was totally destroyed by fire on Friday night, with its contents. The loss is estimated at \$30,000; insured in the Williamsburg City, New Amsterdam, Commonwealth, Corn Exchango, Merchants' & Traders' and other city companies, for about \$2,500 each.

six. Good paper is very scarce.

to-day at 1% a 2 per cent.

The stock market was on the whole better today than yesterday, though there was a great deal of realizing nevertheless. Government stocks improved on the prospect that the absurd scheme published in the papers on Friday will be thrown overboard by the Committee of Ways and Means. The coupon sixes of 1881 rose %. Tennessees advanced %, other State stocks being steady. The leading railway shares were in general request, especially in the afternoon. New York Central rose %. Erie %, Michigan Central %, Southern %, Panama %, Illinois Central %, Rock Island %. Pa. cific Mail, in which there has been a great deal of advance of 1 per cent. Speculators are offering bets that the February dividend will be ten per cent. Other parties, who pretend to superior information, assert that the extra five per in the purchase of Pacific Mail stock. At the close the market was firm, the following being the last quotations:—United States 6's, registered, 1881 90% a 90%; do. 6's, coupon, 1881, 91 a 91%; do. 5's, coupon, 1874, 801/4 a 801/4; Indiana 5's, 76 a 77; Virginia 6's, 49 a -; Tennessee 6's, 431/4 a 44; North Carolina 6's, 60% a -; Missouri 6's, 421/2 a 42¾; Pacific Maii, 98¾ a 98¾; New York. Central, 83¾ a 83¾; Erie, 35¾ a 35½; do. preferred, 57% a 571/4: Hudson River, 39 a 391/4; Harlem, 1234 a 1274; do. preferred, 3114 a 3134; Reading, 3114 a 3734; Michigan Central, 5314 a 531/6; Michigan Southern and Northern Indiana, 20% a 20%; do. guaranteed, 40% a 41; Panama, 113 a 113%; Illinois Central, 63% a 64; Galena and Chicago, 68 a 68%; Cleveland and Toledo, 371/4 a 375/4: Chicago and Rock Island, 551/4 a 551/6 Chicago, Burlington and Quincy, 61 a 611/4; Milwankee and Prairie du Chien, 2034 a 21; Cleveland, Columbus and Cincinnati, 1091, a 110; New York Central 7's, 1876, 103% a 104; Eric 3d mort gage bonds, 911/2 a 92; Michigan Central 8's, 1st mortgage, . 971/2 a 971/2; Illinois Central bonds,

to-day:-Total receipts..... \$457,059 10

rer, has made a call upon the banks for another payment on account of the loan of three millions and a half, payable on Monday. The private subscriptions for the 7 3-10 per cent notes are not taken at present.

1	Total since 1st January 19,1%9 82 15,552 56
1	The earnings of the Toledo and Wabash Railroad
1	for the first week of January were:-
į	First week, 1862*
ı	Increase \$8,678 12
۱	The Galena and Chicago Railroad earned the
ı	second week of January:-
Ì	Second week 1862. \$26,731 Second week, 1861. 26,277
ı	Increese \$451
ı	The following is the amount of coal transported
8	on the Philadelphia and Reading Railroad during
ı	the week ending Thursday, January 16, 1862:-
ş	From Port Carbon
ı	Postsville

JAN. 5, 1862.

105	do	984	50	do	b20
125	do	984	50	do	b20
25 Nic Transit Co	85	150 Chi & Rogk I RR			
100	do	5	550	do	
50 N Y Cen RR	b10	835	100	do	b20
100	do	833	50 Chic, Burl & QyRR		
100 Fric RR	b15	351	12 Warren RR		

SHIPPING NEWS.

Movements of Ocean Steamers.

Port of New York, January 18, 1862.

CLEARED.
Steamship Australasian (Br), Cook ILiverpool—E Cunard
Steamship Chesapeake, Crowell, Portland—H B Cromwell

Vendt. Ship Chelienham, Wilson, Havre—Boyd & Hincken. Ship Chase, Edwards, Antwerr—W F Schmidt. Ship Southern Chief, Higgins, Boston—H D Brookm

o.

Bark Sarepia (Br), Townsend, London-H & F W Meyer,
Bark S L Bryant, Lanc, Penarth Boads-1 W Eiwell & Co.
Barx M Morton, Gakundson, Malaga-D C Murray,
Brig Brigand (Br), —, Queenstown-G F Balley.
Brig Thordens' jold (Nor), Hansen, Rotterdam-W Salem

Brig G E Letson (Br), McPhee, Genon-Brett, Son & Co. Brig Concepcion, Delriz, Tampico-M Echeverria & Co. Brig Chas Adams, Peterson, St. Johns, NF-Middleton

Brig M McNeil (Br), James, St. Johns, NF—J S Dealey,
Schr Curastow (Br), Davison, St Pierre—D R Dewolf,
Schr Curfton, Norfis, Ye'n in Pettre—J F Whitney & Co.
Schr Sarah, Blunt, Havans—N H Brigham,
Schr Piele, Morrow, Havans—D H-Dollner, Potter & Co.
Schr L M Mangare, Hayden, Zaya—T B Chano & Co.
Schr L M, Cox. Halifax—J F Whitney & Co.
Schr W E Leggett, Gibson, Fortress Monroe—McCready,
Mott & Co.

Schr W E Leggett, Gibson, Fortress Monroe-McCread Mott & Co.
Schr Yorktown, Woglan, Baltimore-E D Hartbut & Co.
Schr LA Baylis, Bailey, Baltimore-E D Hartbut & Co.
Schr Milton, Keen, Thiladelphia-J W McKee.
Schr Sarab Mattida, Armstung, Eastport-J Frye & Co.
Schr Eothen, Conley, Eastport-Miller & Houghton.
Schr Mary E Gage, Drisko, Glouvester-A Howes.
Schr Ausuna, Kelly, Bristo, -L. &conster-A Howes.
Schr Ausuna, Kelly, Bristo, -L. &conster-A Howes.

ARRIVED.
Steamship Chesapeake, Crowell, Portland, with indee, to H
Cromwell & Co.

Steamship Chesapeake, Crowell, Portland, with indee, to H B Cromwell & Co.
Ship Constellation, Mulliner, Liverpool, Dec 4, with indee and 36 passengers, to Chas Carow. Experienced very heavy W and SW gales most of the passage. Jan 9, at 10 AM, lat 32 65, lon 58 18, fell in with the wre k of a sohr, bottom up, black full and green bottom, with syars foating alongsize; same day, 3 PM, fell in with the wreek of a sohr, bottom up, black full sand green bottom, with syars foating alongsize; same day, 3 PM, fell in with the wreek of a sohr, with main-mast, foremast head and fibboom gone, waterlogged and abandoned; was painted black, with a narrow white moulding, after house painted green; could not make out her name; she bore from the first wreek N by E 10 miles. Jan 12, at 11.30 AM, lat 4921, lon 69 14, was boarded by a boat from the bark La Cignena, of Portland, Mc, Capt Adde, from Marseilles Nov 13, passed Gibraltar Nov 21, for Boston, short of provisions, and supplied her. (See Miscellaneous.)
Ship Progress, Woodward, Liverpool, Dec 21, with salt, to Nesmith & Bons. Jan 4, lat 452, lon 69, spoke ship Van

and sustained other damage. She proceeded on bay.

Ship Lammergier (Br, of Belfast, I), Wilson, Liverpole
Nov 24, with coal, to order. Dec 28, lat 39 3), ion 52,
vessel to the westward of vs. apparently in distriction of the coal, to order the property of the coal, to cook in a sinking coadilion. Took off the crew and brother to this port. (See Miscellaneous.)

Ship Marianne Nottobohn, Nicholson, Liverpool 50 days, via Cork 38 days, with nodes, to master. 1st Inst, experienced a heavy gale from NK, split and lost said.

Ship Constitution (of Bath), Huggins, London, 55 days, in ballast, to master.

Alkiris.

Alkiri

Ship Indiana, Hollson, Bornesau, except, Ship Idse Amelie (Fr. of Havre), Vertier, St Pierre, Mastinique, 23 days, with sugar, to Vatable & Reynal, Bark Alvider (Br. of Sunderland), Robson, Tralec, 66 days, in ballast, to Wilkie & Brian.

Bark N Seynton (of Boston), Miller, Havre, 50 days, in ballast to J W Elwell & Co. Has had strong westerity gales the extrementage.

entire passage.

Bark Goethe (Brem), Muller, Bremev Dec 5, and 24 days from the Down, with indee to Charles Luling.

Bark West Wind, Boiger, Elizabethport, and sailed for Assinwall.

Bark West Wind, Bolger, Birabelisport, and saired for pinwall.

Brig Flower of the Forrest (Br. of Aberdeen), Mince, London, 37 days, in ballast, to order.

Brig Flower Sisters (Nor), Andreaen, Newcastle Oct 13, via Bermuda Jan 6, with coals, to Brigga & Co. Put into Bernuda with loss of sails and short of provisions.

Brie Hann h Br. of Shelbarne, NS), Allen, Demarara, Dec 30, via St Thomas Jan 6, with sugar, to Smith Jones & Co. Schr Lottle (of Boston), Taylor, Managa Nor 22, and Cabradiar Nov 26, with wood, tend. Sc. to Gomes, Wallis, & Co. vessit to master. Dec 28, that S. Ion 56, while lying too in a huntrante, store bullwarks and carried away fore gaff; since leaving lon 59 had strong gales and heavy we sucher.

Schrift Callett, Payson, Elizabethport, and sailed for Assembled Co.

Boston.
Schr Henry Hickman, Socad, Chincotengos, 7 days.
Schr Mail, Jones, Chincotengue, 9 days.
Schr L T Stedman, Thoursen, St Marr, Md, 6 days.
Schr Laiste Facker, Michill, Flushing.
Shop Byron, Allen, Elizabethport, and sailed for Hunter
Joint.

The ship Anterst, from Havre, arrived to-day, has been referred to Boston.

Aug i, passed Anjier Cet 12.

17th—U S propellers Thus Sparks, and Patapisco, Locust Pefot; saips France, Bristol; Snakspore (Brem) i Liverpool; barks Voung America, Cardena; Fitza (Br), Cork; Preddencia (Sp), Havana; heigs R A Fisher, Para; Locomotive (Rr), Cork; sohr Prince Aifred (Br), Kossau, Brits-Steamships Bremen (Brom), Southampton and Bremen; Kangaroo (Br), Queenstown and Laverpool; ship Southern Otteff, Boston.

Wind during the day NNE: 9 PM, ENE, light, with dense

BR SHIP THOMAS ANN COLE-Capt Mulliner, of ship Con

Bu Shir Thowas Ann Colks—Capt Mulliner, of ship Con-atellation, arrived yesterday from Liverpool, reports.—Jan 12, at 11 30 AM, las 40 21, lon 60 14, was bearded by a beat from the berk La Ciguena, of Portland, Me, Capt Adie, from Marsellien Nov 13 for Boston, short of provisions, and sup-plied her. She reported having on Jan 1, in lat 35 29, lon 65 30, taken off theerew of fir ship Thomas Ann Cole, of London. Capt Magna, from New York Dee 25 for London, grain loaded, which vessel sprung a leak, had her pumps chiked, and was in a sinking condition. Saven of the crew were transferred to the Constellation, and brought to this

were transferred to the Constellation, and brought to this

mergier, arrived yesterday from Liverpool, reports:— Dec 28, lat 39.34, lon 52, saw a vessel to the westward of up-appearently in distress, and running towards up. A19 AM made her out to be the British brig Mary & Icabella, of Sun-

derland, Potter, from New York Bee 17 for Cork, grain leaded, in a sinking condition, having four feet water in her hold, bulwarks washed away, and the water unfit for use.

The captain and crew, nine in number, came on board, and reported having had a succession of heavy gales, for several days, the crew worn out at the pumps, and unable to work any longer—the sea making a breach or or her, and catirely unmanageable. They were brought to tals port. Her cargo

will be at least two weeks before she will make her appearance in your waters.

I was yesterday permitted, by invitation of Major Hill and the officer of Fort Taylor, to witness target practice with the ten-inch columbiad mounted on the parapet of that fort. The target, consisting of a number of barrels, was moored at a distance of about one mile from the fort, and looked like a mere speck upon the water. The charge of po-ter used was but ten pounds, which struck me as being a very small quantity in proportion to the weight of the gun, which is nearly sixteen thousand pounds. The firing was superb; nothing could have been more accurate. Every shell first but two, which burst nearly at the muzzle of the gun on account of defective

# FINANCIAL AND COMMERCIAL.

SATURDAY, Jan. 18-6 P. M. Money is easier again. We hear of many loans at five per cent, though the general asking rate is

Exchange closed dull at 112 a 1121/2 for bankers' sterling. Neither drawers nor importers seemed anxious to do business. Gold was in fair request

For customs . 140,000 00
Payments, including redeemed 6 per ct. notes 8st, 438 66
Baiance. 9,212,174 07
Mr. Cisco, the United States Assistant Treasu-

Passengora. \$6,344 85 Freight 11,989 14 Sundries. 855 83 5,673 62 9,063 61, 815 33

į	Total
	Decrease in 1862
ì	The earnings of the Toledo and Wabash Railroad
1	for the first week of January were:-
į	First week, 1862*
ì	Increase \$8,678 12
1	The Galena and Chicago Railroad earned the
1	second week of January:-
	Second week, 1862. \$26,731 Second week, 1861. 26,277
	Incresse
ı	The following is the amount of coal transported
i	on the Philadelphia and Reading Railroad during
į	the week ending Thursday, January 16, 1862:-
	From Port Carbon
	Partaville 66 10

desiand.

1 The steamship Kangaroo, of J G Dale's line, Capt McQut. gan, sailed yesterday afternoon for Liverpool via Queens town. It is the intention of Capt McQuigan to touch at Cape Rabe, should the weather prove at all favorable, for any telegraphic messages or news, and will be due off that point about Wodnosday noch.

The steamship Breucen, Capt Wessels, sailed yesterday for Southampton and Bremen.

Surr Young—Baitimore, Jan 18—The ship York, Captain Wheeler, from Valencia, Spain, in ballast, bound to Lewistown, Delawaro, went ashore on the 5th inst on Bagus Inlet, North Carolina. Crew saved, vessel a total loss. (By tell to Eliwood Walter, Esq. Secretary, Board of Underwritera.)

Suro Davoskurus, previously reported at Beemada in distress, has been sent to her to enable her to proceed to this port.

Bara Isanstla O Jones, Woodburn, from Havre, Arrived in Hampton Rosds 13th inst, and sailed 15th for Philadelphia, to load for England. Nov 24, was boarded from English ship Phaems, from Liverpool, short of provisions, and supplied her. Lat. & levels of the stages the built of a small vessel on her of home the complete the process of the composed to be Paradis. The I O'J experienced wheavy westerly gales the entire passage.

SCHE TRUDNER, Reves, from New York for Philadelphia, with a general cargo, went ashore on Wednessay last at Newcastle, Bel. The was lying in a good position on Friday, and the captain went up to Philadelphia, and despatched to her assistance a tag, which would probably succeed in haulting her self.

of 1850

Spoken—Oct 7, in Ochotsk Sea, ships Emily Morgan, White side, NS, 900 bbls oil and boiling; 21st, Camilla, Prentice, do full; Mile, Fordham, do do: J P West, Tinker, do, 1200 bbls

A U Swar vessel bound N, Jan S, lat 25 10, lon 69 55

Bark Scoursfield, of Glasgow, from Greenock for Trinidad, with horses on deck, Dec 23, lat 17 48, lon 39 06.

Schr "Elizabeth C Bath" (3 maxis), steering S (with ), targo of himber—had a great portion of her bulwarks gone a Dec 18, lat 24 17, lon 31 37. 

Foreign Ports.

DEMARARA, Dec 30—in port Br brig Lady of the Lake, for Nyork next day, sebr Hannah, from do, disg; and others.

bed. 7:30 Janeiro and a market; present Zewin, doron, Barbardos.
BRISTOL, Jan 15—Arr schr Pinta, Saunders, NYork for
Pall River.
HGHP, The Light, Jan 17, 10:40 AM—In sight, skip E
HGHP, which Eshtimore, 1-39 PM, schr J W, from NYork,
PM, bark James W, Markews, from Mexico for Boston; two
brigs unknown; schrs G S Fogz, and B S Wright, from Tanier; 5 PM, schrs A Hammond, and Kossuth; sannet, thick
snow storm, wind SW, fresh. A bark and five brigs were in
sight at sunrise.

gier; 5 PM, schrs A Hammond, and Kossuth; samed, thick snow storm, wind Sw, fresh. A bark and nive brigs were in sight at sunrise.

KEY WEST, Dec 25—Arr schrs E Potter, Potter, NYork tand sid same day to the westward); 28th, Only Daughter, Philadelphia; J R P Jater, Townsend, do; 38th, brig A O Merryman, Fortugas; Jam I, schr Gro W Hinson, Scall, Philadelphia, Sid 2d, schr Domis, of Brockhaven, e-seels remained. He Est, Dei, Jam 16, pp. Jan Some, Clarter Oak, Frank Boult, bark Sharston, way or lears; brigs Brandywine, for Pernambuco; Northern Light, bound out, and six small schrs. Wind N. Weather thick and foggy.

16th—The bark Old Hickory, from Havana, with su par, for Philadelphia, arr at the Breakwater this afternoon. Wind heavy from the N.

17th—The ship Wyoming, from Liverpool for Philadelphia, is at the Breakwater.

NEWPORT. Jan 16—No arrivals this morning. Wind NW, heavy. Sid 15th, schr Pinta, Saunders (from NYork), Fall River.

heavy. Sid 15th, sehr Pinta, Saunders (from NYork), Fall River.

In port 8 AM, brigs John Balch, Whaley, for Cuba, Idg; Mairen, Wabash; schrs H D Grindle, Roaneke, Lady Adama, J P Ross; Emeline McJain, Bucklin, Irom Nyork for Boston; sloops W D Mangum, Temperance, Rienzi; and others, FilliLADELPHIA, Jan 17—Arr schrs Caroline, Foa, New York; H A Weeks, Godfrey, before reported stank at Riedy Island, for repairs, Cid bark Elf, Pinckney, Rio Janefro; schr A Bartiett, Bartlett, Port Royal.

PROVIDENCE, Jan 16—Arr steamer Petrel, Young, New York.

A York Fire Departmen, the proceeds of which are appropriated to assist the widows and orphans of deceased memory and applain of deceased memory and pattern of deceased memory and pattern of the first may be procured of the full

HENRY A. BURR, President,
Corner of Cliff and Frankfort streets.

JAMES F. WENNAN, Secretary,
Xo. 146 fearl street.

PETER H. Titl'RS. Treasurer.

G. 146 fearl street.

Owen W. Brennand. S. Historia, Bond.

Owen W. W. B. Bates, Bracks Brend.

Owen W. W. B. Bates, Brack W. Bend.

Owen W. W. B. Bates, Brack W. Bend.

Owen W. W. B. Bond.

Owen W. Bend.

Owen W. W. B. Bond.

Owen W. Bend.

Owen W. W. Bend

COURTSHIP AND MARRIAGE." AN ENTIRELY NEW AND HUMOROUS LECTURE,
on "Courtship and Marriage," will be delivered by
MR. DIS CORDOVA,
at Irving Hall, on Monday Jan. 29, at 3 o'clock.

Tickets at the music stores of Mesers. Firth, Pond & Co.,
557 Broadway, and Mosers. Wm. Hall & Son., 543 Broadway,
and at the door on the evening of the entertaloment.

Leture.
Sustain the government.
Col. Th. R. Rhotpe, twenty years a resident of Louisiana, by request of several distinguished gamdemen of New York, will delive a Lecture.
AT DODWORTH'S HALL, 806 Broadway, MONDAY EVENING, January 20,
On "The Inside View of the Southern Recellines," tracing its origin and progress, not by dissertation and argument, but by facts, anecones, personal remainscences and stories of Southern men and anamers, showing both the tragic and comic side of the pleture.
PUT DOWN THE REBELLION.
Tekets 25 cents; a gentleman and two laddes to cents,

Tickets 25 cents; a gentleman and two doors open at 7. To commen e at 8 o'clock. THE FIREMEN.

A SSOCIATION OF EXEMPT FIREMEN -THE ANNU-al meeting will be hold at Firemen's Hall, on Tucaday evening, 134 met, at 80 ciclest. Ultimor are to us glicued for the cuating year, &c. Punctual attendance is reofested. F. W. ENIS, Frescoat. G. W. WHEREER, Recording Secretary. NEW PUBLICATIONS.

A PPROVED MILITARY BOOKS.

A Cavalry Dell, with 93 engravings, 25e.

Artiflery Dell, with 72 engravings, 25e.

Army Manual for Officers, \$2.

Lighting August With 92 angravings, 35e. Infantry Tactics, with 92 engravings, 25c.
Do. School of the Battsilion, 25c.
Do. complete, 137 engravings, 50c.

is now ready.

THAT "CURIOUS" BOOK," "WOMEN IN NEW YORK,"
a singular novelty, filled with interceding Sketchescof Female Characters in the City (which the H-raid dimonsed the Independent for advertising, is sold by new sidealers for 50 cents, or mailed free for 63 cents—half price. Cioth had-ing, 350 pages, 59 engravings, Dealers allowed many for per cent. M. GAUNTT, Publisher, 49 Walker street, up stars.

MOZAICT HALL.—THE FRIENDS OF HON GEORGE W. Varian are requested to meet in catoms, this Sunday evening, January 19, 18-25, as 755 o'clock, at Thorp's Hotel, No. 858 Broadway. Entrance on Thirteenia street. Punctual attendance is requested.

PERSONS IN WANT OF GOOD BILLIARD TABLES will find it to their advantage to call at SHAMP'S Manufactiony, 148 Politon street, where he keeps on hand first-land. Tables, with his newly invented patent customs, admitted by the best judges to be superfor to any new in use. Also second hand Tables.

ADY OCCLAST, OF 656 SIXTH AVENUE, CONTIN-ges to give Sight in worst cases of bilinduces, without operation or pain, by gentle remedies, removing chronic weakness or inflammations in a few days. Ample references given. Hours 12 to 4.

WANTED-A SALLBOAT, 25 TO 30 PRET LONG, IN exchange for merchandist or real saints; one suitable for fishing and pleasure. Will make a fair exchange.

ISAAC A. BIOOS, 73 Nascau street.